

The Red River Floodway Expansion Project

Temporary Traffic Disruptions Expected During Bridge Construction

The CP Keewatin railway bridge, just east of Transcona, is being raised to the 1-in-700-year flood level as part of the Red River Floodway Expansion Project. This work will ensure that the railway bridge won't collapse or block water flow posing a serious flood risk for the residents of Winnipeg during a major flood.

Construction will begin as early as September 1, 2008 and is scheduled to be completed by mid-August, 2009.

The Manitoba Floodway Authority (MFA), Canadian Pacific (CP), the City of Winnipeg and the Rural Municipality of Springfield have developed a plan to reduce the disruption of traffic during construction.

To ensure the timely completion of the project, a temporary, single-track railway detour bridge and two staging areas on either side of it are being established so trains can cross the floodway while the original bridge is being raised. The first staging area is located between Panet Road and Plessis Road in Transcona; the second is in the RM of Springfield, east of Provincial Road # 207.

Temporary Traffic Disruptions

Panet Road - Open, with delays

An average three-minute increase in the waiting times at Panet Road will likely occur, two or three times a day, when east and west bound trains meet. Trains will not be stopped while they are crossing Panet Road.

Plessis Road - Open, with delays

An average three-minute increase in the waiting times at Plessis Road will likely occur, two to three times a day, when east and west bound trains meet. Trains will not be stopped while they are crossing Plessis Road.

Peguis Street - Closed

Trains will be stopped at the staging area at Peguis Street and the road will be closed, at least at the beginning of the project. However, to reduce traffic disruption, CP has applied to Transport Canada to allow Peguis Street to remain open during the project and only close when trains are parked in the staging area.

Pineridge Road (Mile 115.52) and Mile 117.6 Road in the RM of Springfield - Closed

Pineridge Road and Mile 117.6 (farm crossing road extension south of the Lorne Hill Road and Springfield Road intersection) will be closed from September 1, 2008 until approximately mid-August, 2009.

Alternative Routes

Panet Road and Peguis Street – Lagimodiere Boulevard is the main alternative route for these roadways during this project.

Plessis Road – Day Street and Redonda Street to Springfield Road are the main alternative routes for this roadway.

Pineridge Road/117.6 Road – Oakwood Road is the main alternative route for the RM of Springfield.

Questions and Answers

1) What kind of traffic delays are expected during this construction project?

Depending on the time of day, traffic will likely be delayed about three extra minutes, when waiting at two street crossings, two or three times a day.

2) Why are delays expected at Panet Road and Plessis Road?

For trains to stop in the staging area, they must slow down when passing Panet Road and Plessis Road. This will add about three minutes to the current waiting times and will occur two or three times a day.

Traffic Disruptions and Alternative Routes

3) Why will Peguis Street be closed during construction?

Peguis Street will be closed during construction, at least at the beginning of the project. Transport Canada safety rules state that a sitting train must not block a level crossing for more than five minutes. However, CP has applied to Transport Canada to allow Peguis Street to remain open to traffic, except when trains are stopped at the crossing, even if the delay is more than five minutes.

4) Why was Peguis Street chosen as the staging area?

The staging area across Peguis Street was chosen because it provides the 1.7 km length of track required to park a train that uses the track. Peguis Street has a gravel surface, has significantly lower vehicle traffic than other roads in the area, and is not located directly in a residential or business area. Other locations were considered but were not deemed appropriate staging areas.

5) Can CP hold trains in other areas besides at Peguis Street?

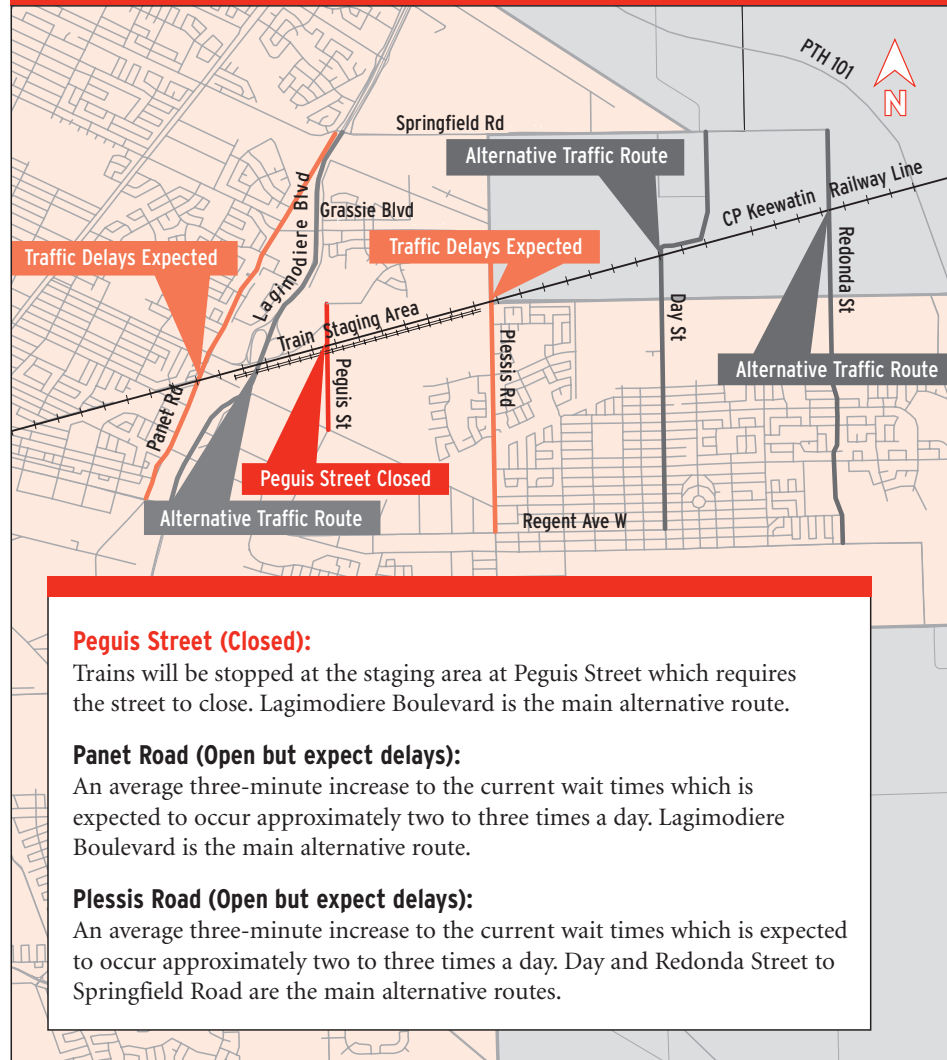
CP needs to have staging areas on both sides of the floodway to accommodate east and west bound trains. However, they plan to use the staging area east of the floodway or the CP Winnipeg Yards wherever possible to limit the impact on the public.

6) How will emergency services be provided while Peguis Street is closed?

The MFA has provided \$1.3 million for the City of Winnipeg to ensure emergency services are provided in a timely manner to residents in the areas affected by the construction project.

7) Why wasn't a two-track temporary detour bridge used for this project?

To save taxpayers the cost of building and dismantling three temporary bridges while three railway bridges were being raised



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over the floodway, a temporary detour bridge is being used. This bridge can be put up, dismantled and moved from one site to another and has already been used at two bridge construction sites.

8) Will the expanded floodway protect the residents of Transcona?

Yes, the floodway provides significant protection for Transcona residents. For example, it is estimated that in 1997, had the floodway not existed, flooding from the Red River would have reached all the way to Plessis Road. In addition, the floodway has also prevented widespread basement flooding and property damage throughout Winnipeg. The expanded floodway will provide even better protection.

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